



1998-2

Left. H.M.A.S. "ANZAC"
Battle Class Destroyer
Australian Navy.
Built By Peter Dolphin
in a one gallon bottle.



Right.
H.M.A.S. "QUEENBOROUGH"
Q. Class Frigate
Australian Navy.
Also built by Peter
Dolphin in a one gallon
bottle.



**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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DEADLINE for submission is the second month of each quarter.



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There are a very limited number of 10th Anniversary full color back issues available from Saul Dorroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

The Bottle Shipwright

Volume 16. Number 2.

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Regular Features

FROM THE PRESIDENT
FROM THE EDITOR
FROM THE MEMBERS
BOOK REVIEWS

ON THE COVER: H.M.A.S. "ANZAC" and H.M.A.S. BACK COVER: Tall Ships to Lake Michigan in 1998.
"Queenborough" by Peter Dolphin

TABLE OF CONTENTS

100' Petrol Motor Gunboat (POM) sent in by Charles Hand-----	3-4.
From Holland & A Turk's Head Knot, Bob DeJongste-----	5-6.
Catch up on Peter Dolphin-----	7.
Spindrift and Books, by Frank Skurka-----	8-11.
From the Members-----	12-14.
Notes from the Membership Chairman by Don Hubbard-----	15-19.
A matter of Terminology, by Charles Hand-----	20.
Bonnets or Stunsails, Fine Arts Fair, Pocket Nail Clipper, Don Bradley-----	21-25.
A Legend Passes Away, by Frank Skurka-----	26.
Cross-Quiz, by Bob DeJongste-----	27.



THAT IS ALL!

.....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

The best news that we have heard in a long while is that Bill Westervelt's health has improved to the point that he is back in action leading the Maryland Chapter and is also back to bottling ships. Way to go Bill, Welcome back.

Accompanying this issue of The BOTTLE SHIPWRIGHT is a questionnaire asking your preferences regarding participation in a Conference to be held sometime in the year 2000 at Mystic Seaport, Ct. Please send your reply to Frank Skurka at the address on the questionnaire.

Rumor has it they are working on a reproduction of the ANISTAD which will be completed about that time.

HIT THE BOTTLE

Jack

Send Material for the Editor to -----
5075 Freeport Drive, Spring Hill, FL., 34606

Ray Handwerker



First, once again let me say thanks, to all of you that sent in the articles, photo's, hints, and tips that keep the Bottle Shipwright going. Keep up the good work.

Mystic in 2000 is getting more and more interesting, and you will find the questionnaires with this issue, if not please let me know and I will sent you one. I recently received a phone call that made my day, it was from Bill Westergaard and his health is improving. He is back to bottling and landing the Maryland Chapter. Great news.

And my thanks also to Robert F. Frederick, for the beautiful miniature Sib's He sent. Very well done. Plus a great "Turks Head Knot" on the bottle.

Now-let's refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Ric Baraby., 1022 Pine Mt. Dr. Forest Park, Georgia, 30297
John B. Bittner., 408 Ruxton St. Pittsburgh, Pennsylvania, 15211.
Timothy L. Bittner., P.O.Box Cleveland Ave. Beech Creek, Pennsylvania, 16822.
Richard G. Botler., 1431 Maple St. D-2 Pottstown, Pennsylvania, 19484.
Tom Chalmers., 10-B Sumner Rd. London, Ontario, Canada. N5E3Y7.
William (Bill) A. Cheek., 124 Old Ancester Rd. Dundas, Ontario, Canada L9W 3R2.
Jim Willard., 442 Bellavue Dr. Bowling Green, Kentucky. 42101-3705.
Richard J. Leibenguth., Jakarta International School P.O.Box 1078 JKS Jakarta, 12010 Indonesia.
Donald Sead., 7199 Independence St. Arvado, Colorado, 80004.
Myles Reardon., 107 Ferncroft Tower, Denver, Massachusetts, 01923.
Roy L. Roberts., 2228 E. Locust Ave. Orange, California, 92867.
Eugene R. Madden., 720 Emerson Dr. Rockford, Illinois, 61108.
Peter A. Newman., James Fisher Tankships LTD, Martins Bldg. Liverpool, England. L236J

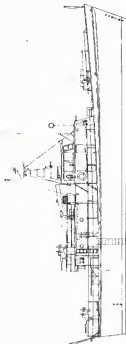
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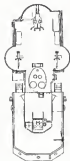
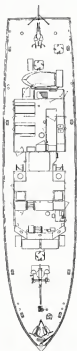
Hideo Fukube., P.O.Box 29-140 Fendleton, Christchurch, New Zealand 8030
Spencer Glimmer., 18100 SW Century Dr. Apt. 58 Sherwood, Oregon, 97140.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue. And since I am still using the Columbus method of typing (Discover the key and land on it) my apologies for any typo's and or mis-spellings.

There are still a few copies of the 10th Anniversary cover, that was printed by the late George Pinter, available and suitable for framing. (Mine looks great framed) Carolyn Pinter could use a little help. Cost is still \$25. including shipping and handling. Send check made out to her at 5 Marjorie Dr. Halifax, Ma. 02338.

100' PATROL MOTOR CORVETTE (PCMA)





HOLLAND

DEAR RUM SOAKED FRIENDS

Did you know, that making ships in bottles is one of the healthiest hobbies in the world! You can read it daily in the newspapers. Red wine seems to be an ideal medicine to prevent illnesses. drink every day, keeps the doctor away, so you can imagine how much fun you can have if you bring a full bottle to the doctor's wife. And before you can build a ship in a bottle, you need an empty bottle first. Listen to this old American poem, made by some unknown hobo,

LIQUOR & LONGEVITY.

The horse and mule live 30 years
and nothing know of wines and beers.
The goat and sheep at 20 die
and never taste of Scotch or Rye.
The cow drinks water by the ton
and at 18 is mostly done.
The dog at 15 catches in
without the aid of rum and gin.
The cat is milk and water soaks
and then in 12 short years it croaks.
The modest, sober, bone-dry hen
lays eggs for nogs, then dies at ten.
All animals are strictly dry:
They sinless live and swiftly die,
But sinful, ginful rum-soaked men
survive for three score years and ten.
And some of them, a very few,
stay pickled till they're 92.

"Unknown"

I have reached the age of 80 now, so I have another 12 years to go if I stay pickled enough. Owing to the fact, that I had some eye-operations, I don't believe that I will build more SIB's, but on the other hand, I did my share. I made about 500 SIB's, which can be found all over the world. I am a happy man and proud to have that many friends in the rather small world of SIB-ers.

FROM HOLLAND WITH LOVE:

Bob de Jongste,
the Regue,
Netherlands.



A TURK'S HEAD KNOT.

Some of my shipbottling friends cannot understand how a Turk's Head Knot is made. I learned it from an old shellback in Scheveningen Harbour at five minutes from my home.

Take a piece of rope of about 140 cm length. The thickness shall be 3 to 4 mm. I always use a rope with three strands. Unwind both ends over a length of about 5 cm and put some glue between the strands. Wind the strands back in their old form and let dry. You now have a piece of rope with two hard ends which will facilitate your work. Are you ready? Let's go!



Figure 1
Make this end
20 cm Long end

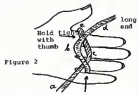


Figure 2
Hold tight with
little finger

Take the rope in your right hand. Open your left hand so that you can look into the palm. Lay the rope around your hand as shown in figure 1. Let the short end hang under your left hand for about 20 cm. The long end passes between ringfinger and little finger.

Now you go up again with the long end and form it as shown in figure 2. Put your thumb on the crossing at the top. This in fact was the most difficult part. The rest is easy. Take the long end in your hand again and follow me. Via the back of your hand we go under a, over b, under c, over d and under e. STOP! Put the knot now over the neck of a standing bottle. Let the short end be on your left side. Bring both ends somewhat closer to each other. Take the long end and tighten the knot a little bit. Not too tight. Let the long end run on top of the short end. Follow the short end carefully and go with it on its way over and under. When you finally have three parallel running ropes, you are ready. Tighten up and finish the knot by cutting off the ends. Put a little bit of glue on the ends, so they cannot unwind.

Bob de Jongste. The Hague, Netherlands.

GENERAL

Catch up on Peter Dolphin

Dolph (not to be confused with the Landgren one) was one of the true characters of the Department – the epitome of the salty old seadog, right down to his companions to build ships in bottles. He retired in December 1993, but remains in weekly contact with many of us, collecting our parking fee on Thursdays and Fridays at the Beach Road carpark.

Dolph hails from West Ham, London, and went

to West Ham Technical College on an engineering scholarship. He did three years pre-sea training on the Training Ship *Mercury*, affectionately known as the TSM – for tertiary, survival and entry. Next was an apprentice deck officer position with the

J.S. Saver Gregory for four years. Although Saint Lane Ltd was London based, this vessel had a full Chinese crew, which brought on-board with Customs throughout the world. Dolphin was required to assist rammage teams as a runner for keys and the like. He learnt how to swear in Cantonese, and reckons this ability has since come in useful.

In 1955 he gained his Second Mate's certificate, but Saint Lane would only offer third mate positions, so he "told them to stick it!" This saw him join London's Union Steam Ship Co, for whom he delivered the M.V. *Kaituma* to New Zealand. He continued his career as NZ registered ships, and applied for a Customs waterfront position in 1962.

A Preventative Officer for eight years, he worked with the likes of Brian McKenny, Vic Barnes, Phil Roberts, Katz Mackie and Geoff (the Kenyon) Kelly Pollett. PO's were not allowed on board ships – this was the domain of searching officers, who did bugger all searching. The PO's thus invented "suspicious movements" aboard vessels, regarding their investigation, which eventually resulted in good finds.

After eight years of "new to the grade, needs more experience", Dolphin obtained a searcher's position. Rammage results finally convinced the powers-that-were to set up a rammage team. Dolphin and Phil being founding members. Dolphin went on to become a



Supervisor in charge of rammage, rammage training and the launch.

The changes in Government duty policy saw the demise of "luxury goods" smuggling, and the use of computers altered the rammage's role ("they even told us where to look"). So Dolphin transferred to Enclave where he still had experience to offer – "booze and fags". He was grateful for Lawson Smith's assistance there, and had the distinction of being the last Customs Officer on the wine run.

Dolph's summary: "After waiting 32 years to be made redundant I decided I could wait no longer so I retired. I now find time to bottle ships, play bad golf and almost enjoy life".

X
ME.

→ HOLE UNDER CHAIN HOLDER
BEEN BONED OFF. FULL OF TRAIN BONES

CUSTOMS CUTTER

7.

SPINDRIFT BY F. J. SKURKA

Good quality, clear nail polish is a great finish for masts and spars. One coat will give a semi-gloss finish and two or more coats, a gloss finish. The material is cheap compared to other finishes and is easy to apply, since the good quality brush is built into the cap. Buy only good nail polish, as it is non-yellowing and dries quickly.

A new profession has arrived on the scene, "Nail Technicians" (used to be Manicurists) and new technology has brought artificial nails made of acetate and acrylic materials, which are secured to the natural fingernails with special cements, mostly cyanoacrylates. As a result, the old fashioned, familiar emery boards have been augmented with "Shaping boards or Patternfiles". Modelers have been using emery boards for as long as I can remember. Orange on one side, white on the other, they come in two lengths 6 & 1/2" and 4 & 1/2", the shorter being pocket size. Both are approximately 3/64" thick. The longer tapers from 1/2" to 3/8". These boards are not graded and a good guess would be #80 grit (coarse) for the orange side and 130 grit (fine) for the white side. The Farr Manufacturing Co., P.O. Box N1098 of New Bedford Ma. 02746, retails a package of 8 four inch and 4 six inch boards for \$1.30. The La Cross Co., Sally Hansen Division of Del Laboratories Inc. Farmingdale, N.Y. 11735, retails 10 six inch boards for \$1.35. The center backing board is 1/32" wood. The new boards are indeed "high tech", most being 7" long and in two widths: 1 & 1/8" (square ends) and 3/4" (round ends). The core or backing board is 1/16" semi flexible plastic. The abrasive is held to the core with a thick latex adhesive which creates a cushion. These boards come in colors, some being quite striking. I do not know if there is a significance to this, other than eye appeal. However "Dazzling Black" has 100/180 Grit; "Jumbo Platinum" (light/dark tan) has 100/180 grit; "Blue duet" has 120/240 grit and the multi color "Pattern file no.1" has 180/180 grit. These boards are retail priced at \$1.30 and claim to be clog resistant. All of these boards can be readily cut to fit what ever sanding job is at hand and are much easier to use than a piece of sandpaper wrapped around a mandrel or block of wood. All can be purchased at your local drug store or cosmetics counter.

If you need realistic rocks for a lighthouse base, shoreline or "rock bound coast of Maine" diorama, "Lava rocks" for the outdoor bar-b-cue gas grills are ideal. Used ones which have become stained and discolored look the best once they have been wire brushed clean. New ones do not have the same character. These can be easily sized with a hammer. A bag costs \$4.00 at the local super market.

Small parts containers can be found almost anywhere. Fish cans from anchovies, sardines, kippers, etc. make excellent trays once the covers have been removed. Most have pull tab tops, which leave a thin edge of metal around the inside of the can. This can be removed with a can opener. Wash the can first, then remove the thin inside strip. If necessary smooth and flatten the inner edge with a small ball peen hammer. I use the smaller cans for the smallest parts; saves alot of eye strain and lost time looking for parts on the bench or the floor.

It's most likely too late now, to buy "Doll House Miniatures" magazine, April 1998, at your local newsstand. You might get lucky at an Arts and Crafts shop or in your local Library. This particular has two great articles especially for beginners on Ships-in-Bottles. The first "Hoist the Main Sails!" by Joel Reams, details very simply, how to model two easy models, a single mast (he calls it a "Sabot sailor") and a two mast sailboat. Also shown is a whimsy, with a trapper paddling through the bottle while two Hickory nuts become ships for a Dinosaur Captain and a Fortress.

The better of the two features, is an article by Charles Hand. One of this organizations "Plank Owners". He outlines his efforts at "Carsology" and explains his experiences putting ships, trucks and houses in bottles.

He lists books and association Journals in this all too brief, well written piece, which also shows some nice colored photographs.

It's worth the effort to get a copy. "Dollhouse Miniatures" is published by Kalmbach Publishing Co. 21027 Crossroads Circle, P.O. Box 1612 Waukesha, WI. 53187. Phone (414) 796-8776. Newsstand price \$ 3.95.



Left:
H.M.S. "AMETHYST"
Royal Navy Black Swan
Class Frigate. In a one
gallon bottle.
Yangtze River Incident.
Built by. Peter Dolphin

Right:
Tug "W.C.DALDEY"
Auckland Harbor Tug.
Coal burner now attached
to Nautical Museum as a
Museum piece. Still
steams in summers.
Built by Peter Dolphin
in a glass bulb.





BOOKS

BY
Francis J. Skurka

THE SCHOONER ITS DESIGN AND DEVELOPMENT FROM 1600 TO THE PRESENT.

By David R. McGregor.

David R. McGregor is one of the world's foremost authorities on merchant sailing vessels and his books on the history and development of Clipper Ships and the Merchant Marine, are generally considered classics. He is a committeeman in the Ships Section of the Maritime trust and a member of the Council of the Society for Nautical Research.

Both these English organizations are highly respected throughout the Maritime world. He has written extensively and his published books include: The Tea Clippers (1952/1972), The China Bird (1961/1986), Fast Sailing Ships (1973/1988), Square Rigged Sailing Ships (1977), Clipper Ships (1979), Merchant Sailing Ships 1775-1815 (1980/1985), Schooners in Four Centuries (1982), The Tea Clippers 1833-1875 (1983), Merchant Sailing Ships 1815-1850 (1984), Merchant Sailing Ships 1850-1875 (1984), and British and American Clippers (1993).

This hardcover 8 1/2 x 10 1/2 book, is printed on fine paper and contains 191 pages filled with over 225 photo's, sketches, diagrams, sail and body plans. Regarding the latter, large scale copies of the plans reproduced in the book are available on application to the author. This book is a greatly expanded version of his book "Schooners in Four Centuries", much of which has been re-written with new material added in text, photographs and plans. The photographs are far better than seen in most books.

The author provides many detailed descriptions of the vessels covered in the text. Beginning with several pages of definitions regarding sails and Schooners, he moves on to two-masted boats, the Schooners of Colonial America, and Shallops and Chebacco boats of New England, New Brunswick and Nova Scotia. The Chapter on Schooner Privateers and Baltimore Clippers, is exciting with accounts of encounters between vessels during the War of 1812. There are chapters on British Schooners before 1840, Naval Schooners (mostly British), Schooner-Brigantines (again mostly British), Clipper Schooners (two and three masted American and Canadian), Victorian Schooners, Schooner Yachts, European Schooners and big Schooners, which shows some excellent photographs of those massive Iron and Steel hulled, multi-masted, four, five and six masted gaffed ships, which carried coal and wood in the coast wise trade.

Four outstanding photos show the four masted Schooner "Cutty Sark" with a huge deck load of timber, the four masted "Malrose" with a deck load of lumber being towed out of Grays Harbor, Washington, by the steam tug "Traveler" and "Edward B. Winslow", a deeply laden six masted plunging in heavy seas in a strong breeze of wind.

"Schooners around the World" is a chapter covering Schooner activity in places like the West Indies, Australia, New Zealand and the Islands. The author covers Pilot boats and Fishermen in one chapter showing plane photographs and models of both types with good explanations of fishing techniques and Pilot boat designs. The chapter on Schooner Schoolships shows many photographs of the sail training vessels still afloat and gives brief descriptions of the various training objectives of the several countries involved. The last chapter on Schooners today, shows pictures of the wrecks, the Duds boats and the Replicas.

BOOKS (Continued)

In the last paragraph, the Author writes: " There is a mounting enthusiasm today for the re-establishment of the smaller classical rigs from the days of commercial sail, Brig, Brigantine, Marguerite, Schooner Ketch and Cutter, and with Gaff sails rather than Bermudian". He then quotes from John Leavitt's now classic book " Wake of the Coasters " : " Except for a few remaining survivors operating as Dude Cruisers out of Camden or Rockland, the day of the sailing coaster has come to an end. The Dude Cruisers are only Maritime ghosts in an atomic world and bear exactly the same relationship to reality as dude ranches do to the old west. Their holds once resplendent of lingering scents of peat corgoes, now smell of perfume and shaving cream faintly tinged with bilge water.

Instead of tiers of lumber or carefully chocked blocks of Granite, there are accommodations for the School marm, Bank clerks and Secretaries who make up their paying crews, and yet it looks as if their apparitions will increase both to haunt and entertain us in the future."

Let's hope it comes to pass.

This book can be purchased from ;

Edward R. Hamilton

Bookseller

Falls Village , Ct. 06031-5000

Price is \$ 30.00 Plus \$ 3. shipping.



MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABUSTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from *Beginners to Advanced*. At format, 104 pages, 27 photos, 83 plans & line drawings, full colour cover. Price \$25 earlier, \$20 airmail.

MAKING SHIPS IN BOTTLES

Now available in USA, compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and peacefully into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are many tips for the more experienced, too! Price \$30 earlier, \$25 airmail.

MAKING SHIPS IN BOTTLES

Matching **KIT** of essential parts, tools and materials can now "get you started" quickly...but contains sufficient for making TWO ships in bottles - the 2 quoted "Beginners" and a Three Masted Barque. Bottle not included. Price \$45 earlier, \$30 airmail.

All available from Marine Arts, Seascapes, King Street, South Beach's Bay, N.York, England. Y01X 458
STERLING CHEQUES or DOLLAR BILLS ONLY,
please. VISIT MY WEB SITE for further details & color pictures - <http://www.seascapes.demon.co.uk>

THIS IS THE LISTING of the contents.

BOOKS	VIDEO
1. Contents	1. Contents
10. ca	2. Jachar
11. ca	3. Jach
12. Boat	4. Jach
14. Bt	5. Jach
15. Bt	6. Jach
16. Jach	7. Jach
18. Jach	8. Jach
19. Jach	9. Jach
21. ca	10. Jach
22. ca	11. Jach
23. Jach	12. Jach
24. Jach	13. Jach
25. Jach	14. Jach
26. Jach	15. Jach
27. Jach	16. Jach
28. Jach	17. Jach
29. Jach	18. Jach
30. Jach	19. Jach
31. Jach	20. Jach
32. Jach	21. Jach
33. Jach	22. Jach
34. Jach	23. Jach
35. Jach	24. Jach
36. Jach	25. Jach
37. Jach	26. Jach
38. Jach	27. Jach
39. Jach	28. Jach
40. Jach	29. Jach
41. Jach	30. Jach
42. Jach	31. Jach
43. Jach	32. Jach
44. Jach	33. Jach
45. Jach	34. Jach
46. Jach	35. Jach
47. Jach	36. Jach
48. Jach	37. Jach
49. Jach	38. Jach
50. Jach	39. Jach
51. Jach	40. Jach
52. Jach	41. Jach
53. Jach	42. Jach

Not to forget.

Letters
from the members

- Reading through the new members applications, only three, Ric Sarmby, of Forest Park, Ga., Donald Read, of Arvado, Co., and Eugene Madden, of Rockford, Il., claim no experience. Myles Weardon, of Danvers, Ma., is working on his first the "America", and plans the "Constitution" as a follow up. John R. Bittner, of Pittsburgh, Pa. has 14 to his credit. He likes 18th & 19th Century Warships and 16th Century War and Merchantmen. Timothy L. Bittner, of Beech Creek, Pa. has been at it for two years. (sorry but I have to ask if you two are related?). Richard Butler, of Pottstown, Pa. after meeting Bill Johnston has done 3 including one in a small 3" pinch bottle. Tom Chalmers, of Ontario, Canada has been building SIB's for 50 years. (See Notes from the membership Chairman in this issue for more on Tom). Another Canadian William (Bill) Cheek of Dundas, Canada built his first in 1936 and states that he didn't understand patty very well, so it sank to the gunnels. Jim Hilliard, of Bowling Green, Ky. was a member back in 1988, and has rejoined us. Richard Leibenguth, of Jakarta, Indonesia Teaches woodworking at the Jakarta International School and has completed 3. Roy Roberts, of Orange, Ca. admits to having built several, and he enjoyed the Adam Mallo exhibit on the Queen Mary. And last but not least Peter A. Newman lives in Thailand, and is a Merchant Navy Engineering Officer who has been bottling SIB's for two Years. I again I have to ask ,Do you build them while on board ship?.

I guess that I don't have to warn you that this hobby is habit forming, but remember this is your journal, it is about you, what you do, and how you do it. So send me those photos, articles, hints and tips. As you can see by reading this journal, our members are not shy about sharing their knowledge.

Below: The Royal Navy Rescue Tug H.M.S. " Turmoil " in a light bulb. Involved after war in trying to tow Yankee " Flying Enterprise" to Falmouth. Built by Peter Dolphin.





NEWS



Ship bottle builder Peter Dolphin puts a sailor's eye to Water Witch, a scale model of the 1871 barquentine which survived even World War 2 to be the last commercial square-rigged sailer in operation, at the Southland Craft Show at the Ascot Park Hotel in Invercargill on Saturday.

There's a trick to bottling ships

ANYONE can put a message in a bottle. It's getting the vessel in that can prove a little tricky.

Doing just that is a study Aucklander Peter Dolphin has devoted himself to, with plenty to show for it.

A Londoner by birth, Mr Dolphin was a merchant sailor and then, after coming to New Zealand with the Union Co in 1964, a customs officer for 20 years. It was a job which was to serve him and his hobby very well. Mr Dolphin's personal collection totals about 40.

"All these are Japanese whisky bottles — and I can assure you they were not all full at the time."

"I used to ask the skippers to bring me back empty bottles and they all laughed."

The average ship in a whisky bottle takes about 10 hours, but Mr Dolphin is now going one better, building boats inside lightbells at about 25 hours a pop.

His visit to Invercargill at the weekend as guest artist of the Southland Craft Show served as a reminder of other less successful visits.

"We had a job at Towed Point when I was in the department, we knocked off a ship called the *Bulwark*."

"I don't think we got too much — You can't do anything in this place without everybody knowing. We arrive, look into a hotel and by the time the ship's tied up everybody on board knows Customs are in town."

Now it has all changed, with people coming to check out Mr Dolphin rather than Mr Dolphin checking out people for contraband.



109 Timberwood Dr.
Jamestown, NC 27282
January 27, 1998

Ray Handwerker
5075 Freeport Dr.
Spring Hill, FL 34606

Dear Mr. Handwerker:

I am a recent member of the Ships in Bottles Association, although I have been building SIB since the early 1970s. I became interested in the hobby when as a newspaper photographer I accompanied a reporter to do an article on a SIB builder in Orlando, Florida. I was fascinated by the process, and the gentleman, whose name I believe was Doug Barnes, showed me how to do it and recommended Don Hubbard's book. From then on I was hooked.

Recently, I had an article published about my modest efforts in the Winston-Salem Journal here in North Carolina. If anyone would like to read this article, it is accessible by computer from my web site, where I also have a few pictures of my SIBs. At my site, I have links and information about other SIB sites as well as information about the association. Should any other members who have web sites wish to have a link from my page, I'd be happy to include one. Of course, anyone interested may provide a link to my site. The address of my web page follows:

<http://members.aol.com/bennevis>

I can be reached via e-mail by writing to tomnetzel@aol.com. I'd be happy to chat with other ship-in-bottle makers either electronically or by mail.

Yours truly,

Tom Netzel

Notes From The Membership Chairman

by Don Hubbard

Dues Time for part of the membership. Check the label on the outside envelope. If the number after your name reads "696" then your dues are due. Please help out by paying them right away so that your faithful Membership Chairman doesn't have to keep opening the database to make late entries.

OK everyone, you heard it here first! Begin checking out Sir Ernest Shackleton's ship *Endurance*. After all the excitement about Titanic, Shackleton's two year (1914-1916) harrowing adventure in Antarctica is becoming a subject of greater interest. There are museum displays going up in the US and England and a movie is planned for next year. If you have the second edition of my ship-in-bottle book, there is a photo of my *Endurance* (pg. 67) which shows her trapped in the ice and healed over. I have some crewmen in the foreground getting ready to tow one of the lifeboats to open water. If you have not heard of Shackleton, go to your library and check out this book, *Endurance: Shackleton's Incredible Voyage*. The explorer's ship was caught in the ice in 1914 and crushed. Shackleton led all his men to safety after two harrowing years. It is a gripping story and certainly worthy of all your efforts. For those who are interested, I made my "ice" using fiberglass resin which I tinted with white resin pigment. The jagged ice flows tilted up against the sides of the ship were made with white acrylic which I pushed about on some plastic wrap and let harden. I then broke this up into chunks to look like broken ice. I glued each piece in place using white glue. It would be nice if I could make some plans, but I am afraid that time will not permit. This line drawing, taken from the book, was my partial guide in construction, and then I referred to photos from the book for more detail.



Sales of the Labintour ship-in-bottle "how to" tape have been brisk and I have only a few left. We will reorder from England when these are gone, but there may be a delay due to the slowness of sea mail. If you would like a copy send \$23.00 to me at P.O. Box 180550, Coronado, CA 92178. I ship them by Priority Mail, so they should arrive quickly and undamaged.

Our good Dutch friend, **Bob de Jongste**, (The Hague, Netherlands) was poking around in his closet a while back and came upon three U.S. \$10.00 bills. Since he is not planning to come to the U.S. any time soon he donated them to our Association treasury. I have thanked Bob by E mail, but want to publicly acknowledge his generosity on these pages.

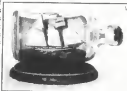
By the way, Bob has a new E mail address, so you might want to check it out on our E mail listing.

Harry Nelson (Winsted, CT) also did us a kindness by adding a few extra dollars to his routine dues payment "for the cause". He mentioned that it was his way of thanking the many volunteers who make the Association tick. Blessing upon you Harry.

Randy Westervelt, Jr., (Hollywood, SC) sent in his dues check along with an appeal for your help. I quote from his letter: "I am seeking any concrete information (or even better) photographs and sketches of the good ships *Pilgrim*, *Alert* and *California*, which hailed from Boston Harbor in the years 1835 to 1862. The *Pilgrim* and *Alert* were both engaged in the hide trade of California prior to the gold rush, and also crewed the great whaler, *Richard Henry Dana*, author of *Two Years Before the Mast*. Any help would be

appreciated. Dig into your files folks and see what you can unearth. Send the information to Randy at: 4753 Westervi Rd., Hollywood, SC 29449 or contact him on the internet at, shpbottles@juno.com.

Herb Manley (Vernon, CT) sent along this picture of the slave ship *Amistada* in a 1000 ml Pyrex bottle. He tells me that he has been quite busy producing models of this now famous ship which he sells locally. Herb also sent along a couple of needles (with blunted tips) in two sizes #4 and #6 which he mentions are "wonderful when used as dolphin strikers." Though you may not be able to see the one on the picture of his model, the needle is quite evident in the original photo.



Herb Manley's *Amistada*

New member, Thomas M. (Tom) Chalmers (London, Ontario, Canada), whose wonderful model of the *Sea Witch*, 1883, appears below, also sent along the following which details how he prepares his sails from Player cigarette papers.

"Take a packet of Players cigarette papers, select about 4, and glue them together with a weak solution of white glue. Put them between two bits of hard plastic in a vise and squeeze tight. This will hide the double line that is watermarked into the papers. Leave for about an hour, then place over any warm pipe about 2 to 4 inches in diameter. They will curl and remain that way. I place mine over our furnace exhaust outlet. Done this way the sails will always spring back to a curve, even after being squeezed through the bottle neck. Another advantage is that cigarette paper always stays pure white, and never browns with sun exposure or age."

Tom also asks a question of our members which concerns the *Mary Celeste*. "I have seen at least three models of her in bottles and each time she is rigged as a brig. One, in particular, built by Vic Crosby, mentions that he did extensive research before building the model. So I have done a bit of research myself and found that she was built in 1860 as a 198 ton brigantine and was originally named *Amazoa*. In 1864 she was wrecked at Cape Breton, but was salvaged and transferred from Canadian to American ownership and rerigged. Was she rerigged as a brig? I have seen two drawings of her, and both drawings show her as a brigantine." Does anyone have an answer to this question? If so please contact Tom at 10-B Summer Rd., London, ON, Canada N5Z 3Y7.



Sea Witch going into the light bulb - note curved sails



Sea Witch in place in the light bulb

Well friends, have a happy Summer, and get busy in the shipyard. Beat that "bottling block"!

TO ALL MEMBERS

I am trying to locate all home-pages and websites about ships in bottles. As a matter of fact I have collected a few myself, but I am quite sure that there are many more which I have not been able to locate.

Please be so kind as to inform me by email which home-pages or websites you know about ships in bottles, so we can put them together in one list.

When I am ready, you will receive a copy of our findings. Below a list of the ones we know up till now.

With kindest regards,

Bob de Jongue (bdejongue@wxs.nl)

SHIPS IN BOTTLES ON THE INTERNET

<http://www.shipbottle.ru/pages.htm>

<http://www.shipbottle.ru>

Alexey Popov, Moscow, Russia

<http://members.aol.com/basilowski/welcome.htm>

Jochen Basilowski, Hamburg, Germany

<http://www.vicon.net/~elcid/Ketter.html>

Sharon Ketter, Huntingdon, PA, USA

<http://www.globalnet.co.uk/~easton/ships/>

Robert Easton, Basingstoke, England

<http://www.worldaccess.nl/~wolkon/HOME.HTM>

Bob de Jongue, the Hague, Netherlands

<http://www.seascape.demon.co.uk>

Patricia Labrousse, Robin Hood's Bay, England

<http://www.goocties.com/Solito/Museum/0721/AdV/index.html>

Advaro de Vida, Canelones, Uruguay

<http://user.fandry.acu/fmch/index2.htm>

David Smith, Canada

<http://www.nevsky.net/~unn>

Yuriy Yevgeny, St Petersburg, Russia

<http://www.nfb.ca/FMT/E/MSN/14/14792.html>

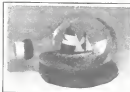
National Film Board, Canada

<http://www.brunswickmicro.nb.ca/~ships/in dex.htm>

David Smith, Canada

<http://elbuler.uninetz.de/buddel.html>

?????



Alan Rogerson's (Scarborough, ON, Canada)
"Orion"



Bert Paine's (Roxsborough, Australia) Topull
Schooner

THE CROMSTER



The CROMSTER, drawing by Gordon Grant

In this type, which enjoyed prominence in England during Elizabethan days and later in Holland, we find a vessel probably taking its name, according to Mr. Nance, from the shape of its stem piece.

Instead of the stem shaped like the lower "C" which may have been mentioned before as a characteristic of several Dutch vessels, the cromster's break-head caused the stem to assume a form something like a reverse curve or flattened lower "S." The Dutch word *cromstevens*, meaning bent or crooked stem, was the name for the counterpart of this vessel as it existed in the waters of the Low Countries.

The rig seems to have consisted of three fairly constant features: a fore stay-sail extended upon a stay running from the masthead to the stern; a smack form of mainsail, that is, one extended upon a sprit, guyed near its middle and caused to peak up by means of a tackle rigged to its lower extremity, and a larzen main.

In addition to these, a square sail on the mainmast with a small square topsail above- and a spritsail were sometimes carried.

Several "square-rig" features were also embodied in the cromsters of this period. These are the six-legged martinet, formed by passing three cords through the holes of a "dead man's eye," with their

accompanying hauling parts, used as fog brails for the mainsail (the counterparts of our burn and leach lines of to-day), the topmast stay, set upon a sort of crow's foot passing through a piece of rope sailed to the bowsprit to receive the legs (or should we say the toes?). Another interesting feature is the peculiar yoke employed as a support to the topmast shrouds.

The cromster seems to have been particularly adaptable as a war vessel. Sir Walter Raleigh commends it as being able to carry several good-sized cannon (*demiculverins*).

These hoy-rigged vessels were often of considerable size, one hundred and eighty tons and more, quite as large as the Mayflower, their contemporary.

It is reported that such a vessel was capable of mounting sixteen or seventeen brass cannon besides iron pieces and periers so arranged that the ordnance appeared at three different heights, and that admirals of the early 17th Century sometimes hoisted their flags aloft there in preference to square-rigged ships.

The cromster was notably too much like the hoy to permit the name to survive long as the designation of a separate class. Like so many other old-type vessels, perhaps the only place where one may now be seen (and then only in imagination) is in that mythical vortex of ancient shipping in the impenetrable center of the grassy trap where it is claimed are gath-cred together in an inextricable tangle every form of ship that ever sailed the seas, from the beginning of the world down to the present day, if one will journey thither with Mr. Thomas A. Janvier in his pleasant literary vehicle entitled "The Sargasso Sea."

From THE BOOK OF OLD SHIPS by Henry B. Culver

Illustrations by Gordon Grant


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Maurice Comelis (comelis@snip.net)	Randy Wonservelt (ahspboder@aol.com)
John D. Davis (jdavis1698@aol.com)	NEW World Wide Web server http://www.shipbottle.us
Miles G. Duncombe (duncombem@aol.com)	Dutch SIB Assn. Website:
Robert Evans (rmcsell@aol.com)	http://www.worldaccess.nl/~welcom/HOME.HTM
Chip Fisher (fisherib@aol.com)	(Note: The final part must be in caps or it may not work.
Richard Hagg (rheico@gm.com)	You will find a Dutch, English and Austrian version, each
Don Hubbard (hubbarddoo@aol.com)	with its own music.

| fox3@win.bright.net (John Fox III) |

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A MATTER OF TERMINOLOGY
BY
Charles Hand, Carafologist

As far as I know the word still isn't in the dictionaries yet. Tony Carr discussed it in The Bottleship (1989, No. 4), the quarterly journal of the European Association of Ships-In-Bottles. In that, Tony expressed displeasure with the title "bottleship." He'd written to the English Language Society for a suitable word to describe what we do and they'd suggested "navampulology" or "bottology," which just did not seem to have the proper ring.

Apparently, the European Association had a poll and one word was the most popular. Mr. Carr wrote to the Oxford University Press to ascertain how the word could be added to their dictionary. ("The Oxford Dictionary of the English Language" fills 20 volumes and is rather costly, but quite authoritative.) Their reply was that the word could only be included after its use was established - and that it was up to us to get it into use. Mr. Carr requested that fellow members aid in this effort and mail him clippings to assemble for submission.

The word is "carafology," which was coined (or in his words, concocted) by Jack Needham in the introductory portion of his fine book, "Modelling Ships in Bottles." Tony Carr and I feel that the usage of the word would be a fitting tribute to the memory of Mr. Needham and we do what we can to promote this. Mr. Needham considered the word self-explanatory and descriptive of what we do.

The root word "carafe" is French in origin, which parallels the outgrowth of the Ships-In-Bottles Association of America (SIBAA) from the French organization. The suffix "-ology" is from the Greek "logos," which translates to "branch of learning."

Creating bottled models is really the definition of the word, and you will notice that it does not exclude any types of models. "Bottle Shipwright" is an apt phrase for those who create bottled ship models, but that also infringes somewhat on the title of the SIBAA journal. Ships are favorites, but many have bottled other items.

Calling oneself a "carafologist" may sound highfaluting, but that certainly is not and was not our aim. The uniqueness of the word has an added advantage in eliciting questions and comments such that people tend to remember it.

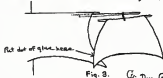
If you agree with us that this unique field warrants this unique term, join up and add to its usage.

CV-43 "Coral Sea"
in a 750ml bottle.
note one airplane
near neck (spexied to
clear plastic strip
wedged into the cork).
Now belongs to a C.P.O.
who served aboard.
Built by Charles Hand.

BONNETS OR STUNSAILS

In response to Bob de Jongste's request on page 6 of "The Bottle Shipwright" 1998-1, for stunsails (Bonnets) made simple. I use this method.--

Upon the yard on which I wish to have the stunsails run out, I make two yards just alike. One I cut in half to make the boom, the other I mount to the mast. The booms are glued to the underside of the mounted yard ends by 1/3 their length, having 2/3 run out, as in fig. 1. I then make the stunsail and mount it to a small yard as in fig. 2. This sail is in turn lashed to the extended boom as in fig. 3.



G. Don Bradley

themselves, skippers, and CAPTAIN EAST, through riot lines.



Steady as she goes.



Steady as she goes.



and again, steady as
she goes.



Gen. Dan Bradley



CAPTAIN EASY, makes Lettie Brown Elementary School, Fine Arts Fair, its port of call.



On the ways,



In the channel,



At sea,



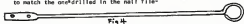
COMMON POCKET NAIL CLIPPER
as a Bottleship Thread Ripper.

Converting a nail clipper into a thread ripper.

I keep several pairs of finger nail clippers on my work bench for clipping thread and small wires, when working on my projects, including bottleship work. As I clipped a thread from the end of a spar on a bottleship I was working on, I thought how wonderful it would be if I could have clipped that thread that close and cleanly inside the bottle. On close examination, I found the clipper looked as though it was made for bottleship work, and the following notes are my findings:

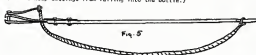
Take a pair of nail clippers, (new ones) the kind that have a nail file attached, as in figure 1. With a small hand held grinder, I used a cut-off wheel to make notches on either side of the push down lever, as in figure 2. This done, I put the clippers on a small anvil and hammered flat the rivet that holds the nail file to the clippers, (it has a hole through it-you can't miss it) this is to make the file move less freely, and make the file stay where you put it, when using it at an angle.

This done, I next center punched and then drilled two small holes in the nail file. (New drill bit helps here), as in figure 3. Next step is adding a handle for reaching the depths of the bottle. I used a heavy gauge wire, flattened at one end, and a loop bent at the other end, as in figure 4--drill 2 holes to match the one drilled in the nail file-



Using wire brads or small nails (cut down for riveting) rivet the nail file to the handle, next tie, with a stout cord, a loop around the notches in push down lever on nail clipper, thread cord through nail file rivet that has the hole in it and tie other end to loop at end of handle and you should then have a nipping tool that looks like the one in figure 5, for use inside a bottle. Mine will pass through bottle neck opening the size of a dime with ease.

(There is a nail clipper on the market that has a gizmo that catches the clipped particles. I have not tried it, but think it would keep cuttings from falling into the bottle.)



Note: When nail clipper gets dull, just file off the rivets, drill holes in nail file on new pair and rivet to the handle. Don't forget to hammer the nail file rivet with hole in it.

Ed. Don Bradley

A LEGEND PASSES AWAY.

Elmer J. Tangerman (known as E.J.Tangarman or "Tange") of Port Washington, New York. Passed away this February after successful by-pass surgery in January . He was a sometime engineer, author, journalist, machinist, carpenter, eagle scout, public speaker , world traveler, hobbyist in amateur theater, archeology, sailing , trout fishing, archery, crossword puzzles, reading and most important of all whittling and wood carving. Born in Hammond, Indiana in 1907, he graduated from Purdue University with a Mechanical Engineering degree, BSME and ME. Using the pen name " Tange " he was technical editor for over 40 years for McGraw-Hill publications and a consulting editor for "Chip Chats", magazine of the National Woodcarvers Association.

He served as it's President for two terms . He was widely known for his articles and technical editorials, many books on wood carving and the hundreds of articles in " Chip Chats".

His original book " Whittling and Woodcarving", has been re-printed seven times and is known around the world .

I first became aware of this man in the 1930's, having seen his " Skipper Sam's" project in Popular Science Magazine and in Boy's Life magazine of the Boy Scouts of America.

Years later as a Cub Scout leader, I taught several boys (including my own) how to carve neckerchief slides from ideas " Tange " developed.

I learned to build ships-in-bottles when I was ten years old, being taught by an old Nova Scotian ship's cabinet maker. A few years later, I read his book and saw how to build models, ships, planes in bottles.

To me this is the earliest printed article on ships-in-bottles in the United States-1936.

This book can be purchased from Dover Publications, Dept. Wood, 31 east 2nd. St. Mineola, New York, 11501. Also ask for a free catalog, " Tange " was greatly loved and highly respected.

He and his work will be missed.



-----Baited and Indoctrinated-----

As a newly commissioned ensign and engineering school graduate, I received orders to report on board the USS Cassin (AGS-2) based out of Long Beach. I wanted to be as "salty" as possible when I reported on board and not get caught with one of those indoctrination jokes such as the "mail busy watch," I talked to as many people as I could and was aware of the "relative bearings" games played as well as the "propwash", "golden rivet," and "sea bat." However, during my second indoctrination watch in the after engine room, I came up against a venerable master chief.

During work on one of the boilers, I made a nuisance of myself by standing over the master chief and clucking my approval or disapproval at his actions. Finally he looked up and informed me that I would really be doing him a favor by getting a special tool he needed to finish his work. I readily agreed. From main control through every storeroom on the ship I was met with smiles and that look of collusion as I asked for that special tool. It was not until I was seated in the supply office some through catalogs to find it, that a sympathetic lieutenant (junior grade) pulled as aside to explain that a "fallopian tube bender" was not in the supply system. He proceeded to give me a brief lesson on "human engineering."

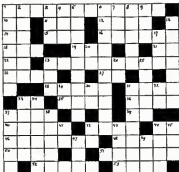
-----Lieutenant Commander H.E. Thomas, Civil Engineering Corp. U.S. Navy.



CROSS-QUIZ

A QUIZ IN THE SHAPE OF A CROSSWORD

(Answers on page 11)



ACROSS

1. U.S.S. Constitution
10. State in the USA
11. turn
12. British official who achieved eminence in American revolution
14. speaking house (TV-series)
15. write by
16. vermin
18. place
19. worthless horse
21. W. H. first ace captain
22. compass course
23. busy bee in the AdSIS
26. 18th century ship
27. Egyptian weapon
28. Pelt was a famous singer
31. captain of 1 across
32. Jewish order
33. tobacco
36. write up
37. ... fire in 1941
39. British oil company
40. put a ... in your tank
42. a quick trout
44. extinguisher
46. suitable state
48. prairie
50. to hater
51. Dane who discovered Alaska
52. a barren region
53. capital of S. Yama

DOWN

1. Greek deity of the sea
3. vertical window
5. away
6. King in Spanish
8. suddenly
9. not needed by the ship of the desert
7. electrically charged particle
8. port facing Calais
9. write who
12. surprise suddenly
13. name of fish eye
20. the same
23. Chinese dynasty 1668
24. each
25. quackery in Germany
26. electrical
30. Egyptian deity
31. he writes books apt 828's
32. see grammar
33. automatic pistol product
34. special saw
37. after end of a vessel
38. in combination "Four"
41. same as 30
42. short for Surrey
43. rapist
44. fine dust
45. domestic wine
47. habitual drinker
49. card for feeding



Dear colleagues cardiologists, when you are tired of asking 818's, try this puzzle. All words and facts have been checked in the Webster dictionary and other American books, so don't throw any stones at us.
Bob de Jonghe, the Hague, Netherlands.

THE SHIPS IN BOTTLES ASSOCIATION OF AMERICA

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- () T-SHIRTS WITH
STAIN EMBLEM @ \$12.00 _____
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Total Enclosed _____

- () ss.
() med.
() lg.
() x/lg.
() xx/lg.



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() GOLF SHIRTS

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Please send:

- () 4 inch Embroidered Emblem @ \$5.00
() 5 inch Emble @ 1.25 each or 5/\$6.00
() 5 inch metal badge @ \$4.00

Total enclosed: _____

ADVERTISING RATES.
Business Card- \$10.
1/4- One Quarter Page- \$20.
One Third Page- \$30.
Full Page- \$ 60.

The copy will be printed in four consecutive issues (1-year) from the closest publication date of receipt. Checks for ads should be made payable to: "The Ships-in-Bottles Association of America" and sent along with ad copy to: Mr. Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178.

DO NOT SEND CASH--Check or money order only
Made payable to Ray. Handwerker, 5075
Freeport Dr. Springhill, FL. 34606.

We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf note-book. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$1.50 to Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

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ASTA Tall Sailing Ships to Lake Michigan In 1998



Schooner Mary
A Schooner and Sailing Ship of the Lake

Tall Ships To Lake Michigan In 1998



ASTA Lake Michigan Events 1998

July 17 to 20: Chicago Navy Pier

July 24 to 27: South Haven, MI

July 30 to Aug. 2: Milwaukee

Aug. 6 to 9: Racine

ASTA (American Sail Training Association) is coming to Lake Michigan in the summer of 1998. This could be a premier events for the Mid West. ASTA has never had A Rally in Lake Michigan. Some of these ships will travel thousands of miles to get to Lake Michigan.

Some of the events that ASTA has put on in the past have been Operation Sail 1976 in New York, Maritime Heritage Week in 1978 at Newport, R.I., in 1979 Boston 350th. Anniversary, in 1984 ASTA/ISTA Tall Ship Race Canada, and many more. In 1994 ASTA held it first Great Lake Tall Ship Rally "Sail Toronto" & "Tall Ships Erie". I had the good fortune to participate in both of these events aboard the Schooner "Island Seas" from Saults Bay, Michigan. There were sail boats from all over the world including: Zawisim Czarny Schooner from Poland, H.M.S. Rose the largest operation wooden ship in the world, U.S. Brig Niagara, replica of Perry's ship with over 12,665 square feet of sail, Tote Moor from Hawaii, Pogoria Barquentine from Poland and many more ships. There were hundreds of sailors and hundred of thousands of visitors.

There are few parts of World History and the History of the U.S. that were not effected by the age of sail. Lake Michigan has a rich sailing heritage. In the period from 1850 to 1900 there were over 2,000 schooners trading on the Great Lakes. Bring back the history of "sail" if only for a week end.

<http://www.novagate.com/~schooncrmin/astaf98.htm>